

MICH-CAN INTERNATIONAL BRIDGE COMPANY

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March 20, 2006

The Honorable Phil LaJoy
State Representative – 21st District
Chair, House Transportation Committee
STATE OF MICHIGAN
State Capitol
Lansing, Michigan 48913

Dear Chairman LaJoy,

Re: the Detroit River International Crossing study (DRIC)

I am writing to you with my comments on DRIC as you prepare for a critique of the process in the Joint Meeting with Senate Transportation on Thursday of this week. In particular I wish to comment, that in the experience of our team the process has been open and responsive to our questions and enquiries, and we have been notified of all meetings in the process, although we have not been able to attend all. The reports have been available not only at meetings, but also on the web at www.partnershipborderstudy.com.

It has not been our experience that the process has been secretive in any way. The members of the team have gone out of their way to answer everyone's questions at the meetings I have attended.

In assessing the need for a new single crossing, it is to be expected the search will be narrowed to a specific area. The reason for eliminating some options, in my experience has been fully explained publically. The reasons for a specific area has not been completed yet, as the full community consultation process required under the Environmental Legislation has not been completed. I am as frustrated as others in the length of time to carry out the requirements, however I am not an expert in the legislation and therefore have to respect those who are.

For your convenience, I will briefly describe the Mich-Can proposal which was first discussed with Mr James Desana in the mid 90's. Our observation was that if the border congestion was not addressed, there would be significant diversion of economic activity and lack of growth in the Detroit- Windsor region. Our team set about finding a solution that would enhance the economic growth in the area by promoting a new independent , and publically owned facility. This would be accomplished through a public-private

partnership supported by an IRS tax ruling permitting a corporation sponsored by a public body known as a " 63-20 corporation " This allows the corporation to issue tax exempt revenue bonds to finance the construction. Tolls would retire the debt leaving the facility in public hands in about 40 years. Enabling legislation was introduced to your committee under the previous chairman Schutte, and supported by MDOT, as it could be used for other transportation infrastructure projects which would alleviate the State from providing the funding but allowing the public project to be completed. This is a win-win for both private and public sectors , however the process has not been completed.

Our proposed location through the former Detroit Coke property next to the Rouge River was first selected by our engineers in the early 90's. It still remains as the most viable route and is being studied closely by the committee. It connects directly from I-75 in Detroit to the end of the ECRow Expressway in Windsor. Our original proposal, if it had been allowed to proceed would have had the crossing constructed and open for operation in the spring of 2001.

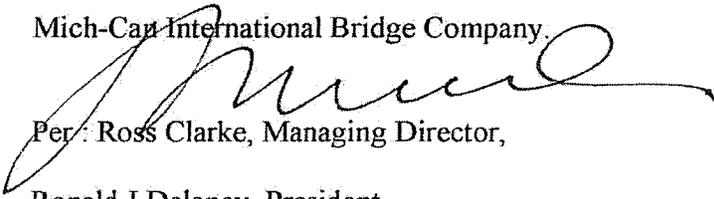
Our governance model was framed under the 63-20 legislation which would have had a publically appointed board of management.

I trust the DRIC process will be allowed to proceed to its full completion and that a new independent, public, international crossing will be constructed as soon as possible. Even the construction will bring needed jobs to this area for many years. This is essential to maintaining economic growth here.

Best wishes for your discussions.

Sincerely

Mich-Can International Bridge Company.



Per: Ross Clarke, Managing Director,

Ronald J Delaney, President